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JUL 1909P. 1903 SEP. 26 X<sup>o</sup> 20,258.  
PAT'S COMPLETE SPECIFICATION.21  
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FIG. 1.

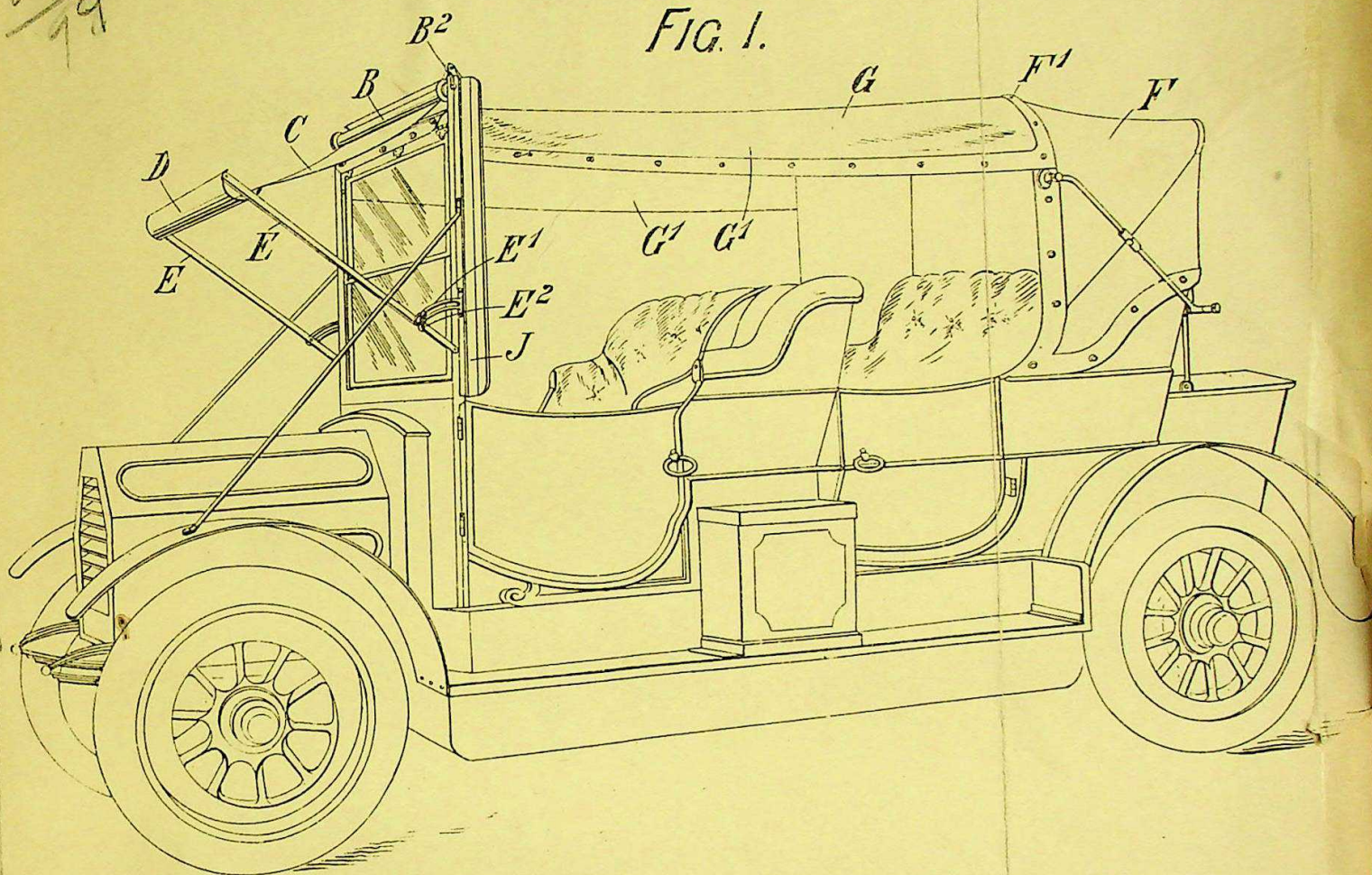
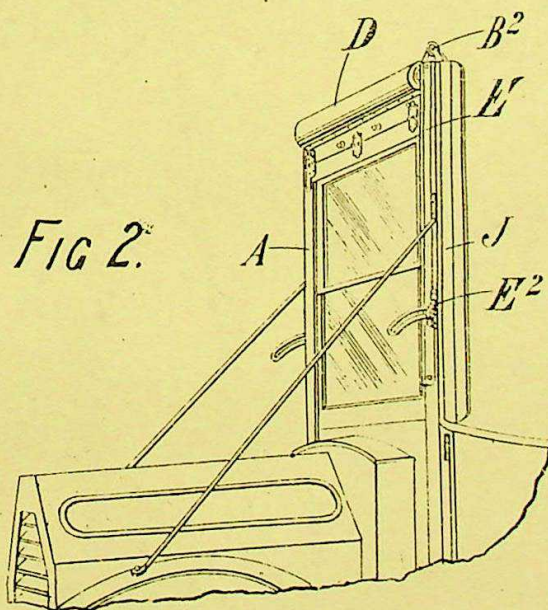


FIG 2.



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1.0



FIG. 3.

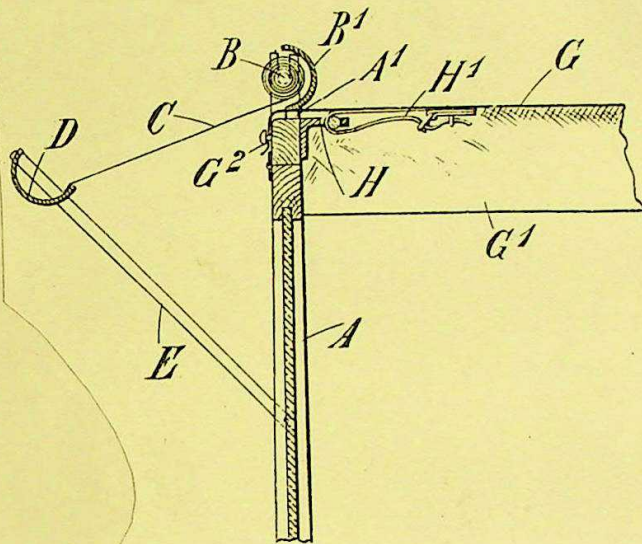
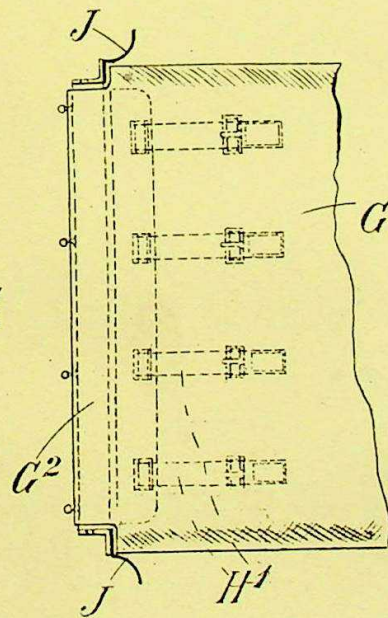
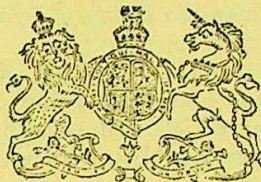


FIG. 4.





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N<sup>o</sup> 20,258



Div 10  
A.D. 1908

Date of Application, 26th Sept., 1908

Complete Specification Left, 25th Mar., 1909—Accepted, 8th July, 1909

PROVISIONAL SPECIFICATION.

**"Improvements in or relating to Hoods, Wind Screens and like  
Devices for Motor Road Vehicles."**

I, FREDERICK TOWNSEND MARRYAT, Gentleman, of Garrick Club, London, W.,  
do hereby declare the nature of this invention to be as follows:—

- This invention relates to hoods, wind-screens and like devices for motor road vehicles and has a two-fold object, *viz.*, to provide an extension of existing  
5 forms of hood which will constitute a cover for the forward part of the car and secondly to arrange a readily collapsable rain-screen for existing types of wind-screen, the rain-screen in effect constituting an extension of the cover and the whole enabling the car to be effectively closed in and the occupants protected from the wind and rain.
- 10 According to this invention, there is mounted upon a wind-screen of some known type, a roller conveniently spring controlled which carries a strip of waterproofed material of suitable width. The roller is disposed on the top of the wind-screen and the end of the material wound upon it is stiffened and attached to lateral arms pivotted near the lower part of the wind-screen and  
15 provided with quadrants and securing screws, whereby these arms can be fixed at any convenient angle relatively to the screen. Along the edge of the rain-screen and carried between the pivotted arms, is mounted a curved metal or other plate which constitutes a gutter to take off the rain running down the incline of the rain-screen when extended, the curve of the gutter is such that  
20 when the material is rolled up upon the roller, this gutter fits the roller and co-operates with a fixed casing which completely closes in the roller. When not in use, the rain-screen is thus wound on the roller and the pivotted arms lie closely against the sides of the wind-screen. When required, however, the rain-screen can quickly be extended by lowering the lateral arms to the desired extent and fixing them. Where the roller on which the material is wound is  
25 spring controlled, suitable catches are provided with convenient means for operating them so that the roller is released or checked at the desired points. Such catches may be controlled by cords led down over suitable guide pulleys on the side of the wind-screen, alternatively the roller may be positively  
30 operated in either direction by cords or other suitable mechanism.

The rain-screen is so disposed that it will effectually keep rain off the glass of the wind-screen to a greater or less extent according to the amount of the rain-screen that is unwound. The roller is so mounted on the top of the wind-screen as to leave a space constituting a transverse slot of suitable dimensions  
35 between the under side of the roller or its casing and the top of the frame of the wind-screen this slot being for a purpose to be hereinafter more particularly described.

The hood of which the extension constitutes part of this invention may be of some known type this hood of itself however affording only partial protection  
40 to the occupants of the back of the car.

The present improvement comprises a strip of suitable material of such dimensions as will extend between the front edge of the hood to which it is

[Price 8d.]



*Improvements in or relating to Hoods, &c., for Motor Road Vehicles.*

attached and the wind-screen, the sides of this covering piece extending partially down the sides of the hood and being adapted conveniently to have attached to them side curtains which will completely close in the sides of the car. The extension cover is preferably attached at its rear edge to the hood by turn-buttons hooks or other handy form of fastening which will not readily become disengaged. The forward edge has an extension or flap which is adapted to be passed through the previously described slot formed between the top of the wind-screen frame and the rain-screen roller. This flap when passed through this slot is secured preferably to the front side of the wind-screen frame by turn-buttons hooks or other fastenings. On the inside of the wind-screen adjacent to the slot are disposed a suitable number of eyes or loops through which are passed straps secured to the inside of the cover. These straps enable the cover to be drawn forward so as to keep it tight while the extension flap which passes through the slot effectually prevents leakage of rain past the junction between the cover and the wind-screen.

Each lateral edge of the cover is preferably formed double and provided with turn-buttons, spring catches or like devices which will enable these double edges to be connected together. The upper edge of the side curtain is inserted between these double edges and these edges then secured together the fastenings passing through eyelets or holes in the side curtains which are thus securely attached to the cover in such a way as to prevent leakage past the join. The rear edge of each side curtain is attached by turn-buttons or the like to the side of the main hood and the lower edges may be connected to the car body if desired in a convenient way.

It will be seen that the present improvements enable a car which is provided with a small hood to be made thoroughly weatherproof without interfering with its appearance when the car is required to be in an uncovered state and the disadvantages of a cumbersome and large hood are avoided. By mounting the rain-screen for the wind-screen on the latter a neat result is obtained and the enclosing of the car simplified.

The details of construction may be varied to meet requirements, thus the extension of the hood may be modified in shape and dimensions to adapt it to different forms of hood and wind-screen. Similarly, the rain-screen may be modified in construction to suit existing types of wind-screen though obviously the latter may be constructed primarily with the direct object of carrying the improved rain-screen and having the cover extension of the hood attached thereto. The rolling rain-screen may if desired have side flaps which can either be separately attached or may be permanently secured to the main portion and adapted when not in use to be folded over on to the main portion and rolled up therewith. Each side flap may be triangular in shape and would be secured to the sides of the wind-screen in some convenient way and also if necessary to the pivotted supporting arms of the rain-screen. The side flaps might fold over and be conveniently connected together on the upper side of the main portion of the rolled screen so that they will be retained there even when this screen has been extended should the side flaps not be required. The side curtains of the main cover may also, if preferred, be permanently attached to the main cover and be provided with securing devices to enable them to be folded on to the main cover and retained should they not be wanted or when the main cover is to be rolled back. When not in use the main cover is rolled up and secured on to the hood and the latter folded back, suitable retaining straps or other fastening devices being provided.

Dated this 26th day of September 1908.

FREDK. TOWNSHEND MARRYAT.

B. E. Dunbar Kilburn,  
Agent for the Applicant.



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*Improvements in or relating to Hoods, &c., for Motor Road Vehicles.*

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## COMPLETE SPECIFICATION.

**"Improvements in or relating to Hoods, Wind Screens and like  
Devices for Motor Road Vehicles."**

I, FREDERICK TOWNSHEND MARRYAT, Gentleman, of Garrick Club, London, W., do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

5 This invention relates to hoods, wind-screens and like devices for motor road vehicles and has a two-fold object, *viz.*, to arrange a readily collapsible rain-screen for existing types of wind-screen, and secondly to provide an extension of existing forms of hood which will constitute a roofing for the forward part of the car, the roofing in effect constituting an extension of the rain-screen  
10 and the whole enabling the car to be effectively closed in and the occupants protected from the wind and rain.

According to this invention, there is mounted upon a wind-screen of some known type, a roller conveniently spring controlled which carries a strip of waterproofed material of suitable width. The roller is disposed on the top of  
15 the wind-screen and the end of the material wound upon it is stiffened and attached to lateral arms pivoted near the lower part of the wind-screen and provided with quadrants and securing screws, whereby these arms can be fixed at any convenient angle relatively to the screen. Along the edge of the rain-screen and carried between the pivoted arms, is mounted a curved metal or  
20 other plate which constitutes a gutter to take off the rain running down the incline of the rain-screen when extended, the curve of the gutter is such that when the material is rolled up upon the roller, this gutter fits the roller and co-operates with a fixed casing which completely closes in the roller. When not in use, the rain-screen is thus wound on the roller and the pivoted arms  
25 lie closely against the sides of the wind-screen. When required, however, the rain-screen can quickly be extended by lowering the lateral arms to the desired extent and fixing them. Where the roller on which the material is wound is spring controlled, suitable catches are provided with convenient means for operating them so that the roller is released or checked at the desired points.  
30 Such catches may be controlled by cords led down over suitable guide pulleys on the side of the wind-screen, alternatively the roller may be positively operated in either direction by cords or other suitable mechanism.

The rain-screen is so disposed that it will effectually keep rain off the glass of the wind-screen to a greater or less extent according to the amount of the rain-  
35 screen that is unwound. The roller is so mounted on the top of the wind-screen as to leave a space constituting a transverse slot of suitable dimensions between the under side of the roller or its casing and the top of the frame of the wind-screen this slot being for a purpose to be hereinafter more particularly described.

40 The hood may be of some known type which affords only partial protection to the occupants of the back of the car.

The extension already referred to comprises a strip of suitable material of such dimensions as will extend between the front edge of the hood to which it is attached and the wind-screen, the sides of this covering piece extending  
45 partially down the sides of the hood and being adapted conveniently to have



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attached to them side curtains which will completely close in the sides of the car. The extension cover is preferably attached at its rear edge to the hood by turn-buttons, hooks or other handy form of fastening which will not readily become disengaged. The forward edge has an extension or flap which is adapted to be passed through the previously described slot formed between the top of the wind-screen and the rain-screen roller. This flap when passed through this slot is secured preferably to the front side of the wind-screen frame by turn-buttons, hooks or other fastenings. On the inside of the wind-screen adjacent to the slot are disposed a suitable number of eyes or loops through which are passed straps secured to the inside of the cover. These straps enable the cover to be drawn forward so as to keep it tight, while the extension flap which passes through the slot effectually prevents leakage of rain past the junction between the cover and the wind-screen.

Each lateral edge of the cover is preferably formed double and provided with turn-buttons, spring catches or like devices which will enable these double edges to be connected together. The upper edge of the side curtain is inserted between these double edges and these edges then secured together the fastenings passing through eyelets or holes in the side curtains which are thus securely attached to the cover in such a way as to prevent leakage past the join. The rear edge of each side curtain is attached by turn-buttons or the like to the side of the main hood and the lower edges may be connected to the car body if desired in a convenient way.

It will thus be seen that a car which is provided with a small hood can be made thoroughly weatherproof without interfering with its appearance when the car is required to be in an uncovered state and the disadvantages of a cumbersome and large hood extending over the front part of the car are avoided. By mounting the rain-screen for the wind-screen on the latter a neat result is obtained and the enclosing of the car simplified.

The details of construction may be varied to meet requirements, thus the extension of the hood may be modified in shape and dimensions to adapt it to different forms of hood and wind-screen. Similarly, the rain-screen may be modified in construction to suit existing types of wind-screen though obviously the latter may be constructed primarily with the direct object of carrying the improved rain-screen and having the cover extension of the hood attached thereto. The rolling rain-screen may if desired have side flaps which can either be separately attached or may be permanently secured to the main portion and adapted when not in use to be folded over on to the main portion and rolled up therewith. Each side flap may be triangular in shape and would be secured to the sides of the wind-screen in some convenient way and also if necessary to the pivoted supporting arms of the rain-screen. The side flaps might fold over and be conveniently connected together on the upper side of the main portion of the rolled screen so that they will be retained there even when this screen has been extended should the side flaps not be required. The side curtains of the main cover may also, if preferred, be permanently attached to the main cover and be provided with securing devices to enable them to be folded on to the main cover and retained should they not be wanted or when the main cover is to be rolled back. When not in use the main cover is rolled up and secured on to the hood and the latter folded back, suitable retaining straps or other fastening devices being provided.

In the accompanying drawings which show the preferred construction according to this invention,

Figure 1 is a perspective view of a motor road vehicle showing the rain-screen and roofing in their extended positions.

Figure 2 shows in perspective a wind-screen provided with a rain-screen in its closed position.

Figure 3 is a sectional view of the roller mechanism, and

Figure 4 is a plan of Figure 3, the roller being removed.



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In the construction shown the vehicle is provided with a wind-screen frame A of known construction along the upper edge of which is mounted a roller B carrying a strip of waterproofed material C corresponding in width approximately to that of the wind-screen. One end of the strip C is attached to the roller B and the other end is connected to a curved metal or other plate D, which constitutes a gutter to take off the rain which runs down the screen when extended. The ends of the gutter D are pivotally connected to the upper extremities of lateral arms E pivoted to the lower part of the wind-screen, and provided with quadrants E<sup>1</sup> and winged nuts E<sup>2</sup> whereby these arms can be fixed at any convenient angle relatively to the screen. The curvature of the gutter D is such that when the flexible strip C is rolled up upon the roller B this gutter fits the roller and co-operates with a fixed casing B<sup>1</sup>, thus completely closing in the roller. When not in use the rain-screen is wound up on this roller B which is conveniently spring controlled and operated by a cord B<sup>2</sup> which may pass over a pulley and hang down at a suitable distance within the wind-screen. When rolled up the pivoted arms E lie closely against the sides of the wind-screen frame.

The roller B is so mounted on the top of the wind-screen as to leave a space constituting a transverse slot A<sup>1</sup> between the under side of the roller or its casing and the top of the frame.

In the construction shown the vehicle is provided with a hood F of known construction and adapted to afford partial protection to the occupants in the rear seats of the car, and to improve the protection thus afforded a strip of flexible material G is provided having its front end secured to the wind screen and its rear end to the fore edge of the hood. The sides G<sup>1</sup> of this roofing G extend partially down the sides of the hood F and may have side curtains (not shown) attached to them which completely close in the sides of the car. The roofing G is preferably attached at its rear edge to the hood F by turn-buttons or the like F<sup>1</sup>, and the fore end of the roofing G has an extension or flap G<sup>2</sup> which is adapted to be passed through the slot A<sup>1</sup> between the top of the wind-screen frame and the roller B. This flap when passed through the slot is secured to the front side of the frame by turn-buttons or the like and on the inside of the frame adjacent to the slot are disposed a suitable number of eyes or loops H, preferably provided with rollers and formed along the edge of an angle bar. Straps H<sup>1</sup> secured to the under side of the roofing G are passed through the loops and so enable the roofing to be drawn forward so as to be maintained tight; the extension flap G<sup>2</sup> which passes through the slot A<sup>1</sup> effectively preventing the leakage of rain past the junction between the roofing and the rain screen.

In the construction shown the sides of the wind-screen frame are provided with curved flaps J within which the operating cord B<sup>2</sup> hangs and which serves to keep out the draught between the edges of the wind-screen frame and the side curtains when the latter are employed.

It will be understood that the particular method of attachment of the roofing and the form of roller employed may vary considerably without departing from this invention. Further the improved roofing may be used in connection with any existing type of hood and not necessarily with one similar to that shown in the accompanying drawings.

Having now particularly described and ascertained the nature of my said invention and in what manner the same is to be performed, I declare that what I claim is:—

1. In a motor road vehicle the combination with a wind-screen frame of a roller mounted along the upper edge thereof and carrying a strip of flexible material adapted to be extended on pivoted arms in front of the wind-screen as and for the purpose set forth.

2. In a motor road vehicle the combination with a wind-screen frame of a



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rain-screen comprising a strip of flexible material having one end connected to a roller mounted on the frame and its other end provided with a stiffened portion forming a gutter when the strip is extended but serving as a shield for the roller when the strip is wound up as set forth.

3. In a motor road vehicle the combination with a frame carrying a rain- 5  
screen of the kind described of a detachable arched roofing adapted to have its  
ends connected to the frame and hood respectively and to have side curtains  
attached to its longitudinal edges as set forth.

4. The combination and arrangement of parts constituting the complete  
weather screen devices for motor road vehicles as described and illustrated in 10  
the accompanying drawings.

Dated this 25th day of March 1909.

B. E. DUNBAR KILBURN,  
Agent for the Applicant.